

CONGRATULATIONS! You have purchased the finest exhaust system available for your motorcycle. Your VANCE & HINES exhaust system is designed for today's rider, a rider who needs maximum performance, great styling and a perfect fitting system. VANCE & HINES spends months testing and designing to come up with the perfect combination of header tubing size and collector shape to give your bike the best possible performance. The VANCE & HINES system will give your bike more power on the low and mid-range, as well as the top end. There are many features that the VANCE & HINES system offers, here are just a few...

- MAXIMUM PERFORMANCE
- PERFECT FIT
- RACING HERITAGE
- MAXIMUM CORNERING CLEARANCE
- QUITECH I BAFFLE
- VHR QUALITY & CRAFTSMANSHIP

REMOVING THE STOCK EXHAUST SYSTEM

1. '85 thru '87 models drain engine coolant and oil for later reuse. On '88 models it is not necessary to drain coolant and oil. On '89 models drain the engine coolant only.
2. Remove the upper and lower fairings. On '89 models remove the lower fairing only.
3. '85 thru '87 models lift off the radiator and oil cooler after disconnecting the lines. On '88 models do not disconnect the water lines to radiator, just pull it forward after disconnecting the air baffle plate from the top part of the radiator.
4. On '89 models remove the bottom screws on the upper fairing (next to the bottom of the radiator). Remove the top and bottom radiator hoses. Remove the gas tank. Disconnect the wires to the fan and sensors. Remove the top radiator retaining bolts. Remove the top radiator air baffle plate. (at top of radiator and cylinder head). Remove radiator completely.
5. Remove the stock exhaust system starting with the header, then the two rear mufflers.

INSTALLING YOUR NEW VANCE & HINES EXHAUST SYSTEM

1. Be sure to check that the stock exhaust gaskets are in good shape. If you have any doubts as to their condition, replace them.
2. Remove both spring(s) from center stand and take out right side center stand pivot bolt.
3. Install the smaller hole of the center stand stop (supplied) onto the center stand pivot bolt. The larger hole goes over the spring anchor bolt head. This anchor bolt does not need to be removed.
4. Re-install center stand pivot bolt and tighten. Re-install center stand spring(s).
5. Slide the two nut plates into the bracket that is welded onto the silencer can. Note: Be sure the nipple on the nut plate is facing towards the aluminum can.
6. Bolt on the front header section, using the stock header nuts, while routing the oil cooler lines between the center two pipes. '88 or '89 models do not have oil coolers.
7. Position the squared off end of the silencer mounting bracket over the nut plates while making sure the bend in the bracket is facing towards the aluminum can. Note: on some '88 models the narrow bracket supplied is needed instead because the foot peg changed location.
8. Install the two 5/16 bolts into the nut plates finger tight.
9. Slide the rear section of the new exhaust system over the collector of the front section. (start with the tail section pointed to the side)

10. Position the rear section mounting bracket on the inside of the stock mounting bracket (opposite where the stock system originally mounted).
11. Tighten assembly using the stock mounting bolt, washer and nut. Then tighten the two 5/16 bolts on the silencer.
12. Install the spring over the tabs on the header collector and tail section using the spring puller tool.
13. The stainless steel exhaust outlet tube may be redirected to suit personal preference or application. First remove the three button head screws on the rear aluminum canister. Slide the baffle assembly out about two inches. Loosen the three allen cap screws on the end cap. Rotate the outlet tube to suit and retighten the cap screws. Install the baffle assembly taking care to engage the baffle core over the end of tail pipe. Install the three button head screws and tighten.
14. Re-install radiator(s) in the reverse order of disassembly.
15. Re-connect all wires to fans and sensors.
16. Replace all fairings in the reverse order from which they were removed.

RE-JETTING INSTRUCTIONS

Re-jetting the carburetors will result in realizing the "full" potential of this high performance exhaust system. Vance & Hines offers a Dyno Jet kit part number (see below) for stage 1. Base line jetting information is available through our tech-line (562-926-5291) for most models.

21091 for '85 model

21098 for '86 - '87 models

21101 for '88 - '89 models stage 1

21102 for '88 - '89 models stage 3